

WAR DEPARTMENT  
ARMY AIR FORCES

QUALIFIED   
UNQUALIFIED

**PILOT INSTRUMENT CERTIFICATE APPLICATION AND FLIGHT CHECK FORM**

Application

Application is hereby made for Instrument Pilot Certificate { AAF Form 8 (white) ~~AAE Form 8A (green)~~ } (Strike out one.)

Name Jack H. Gardner Rank 1/Lt. Organ. 2nd OTU

Pilot rating \_\_\_\_\_ Total Instrument Pilot time \_\_\_\_\_

Instrument Pilot time last 5 years: Under hood \_\_\_\_\_ Actual \_\_\_\_\_ Total \_\_\_\_\_

The above is true to the best of my knowledge and belief.

Signed Jack H. Gardner  
JACK H. GARDNER  
Rank 1/Lt. Air Corps

Date 12 August 1944

Check Pilot Flight Test Report

(See reverse side for description of maneuvers)

<i>Maneuvers</i>	<i>Satisfactory</i>	<i>Unsatisfactory</i>
1. Instrument take-off . . . . .	<input checked="" type="checkbox"/>	_____
2. Spiral climb . . . . .	<input checked="" type="checkbox"/>	_____
3. Level flight . . . . .	<input checked="" type="checkbox"/>	_____
4. 90° and 180° turns . . . . .	<input checked="" type="checkbox"/>	_____
5. Steep banks . . . . .	<input checked="" type="checkbox"/>	_____
6. Stalls . . . . .	<input checked="" type="checkbox"/>	_____
7. Recovery from unusual maneuvers . . . . .	<input checked="" type="checkbox"/> not permitted	_____
8. Glides . . . . .	<input checked="" type="checkbox"/>	_____
9. Radio range orientation and low approach . . . . .	<input checked="" type="checkbox"/>	_____
10. Position plotting by intersection . . . . .	<input checked="" type="checkbox"/>	_____
11. Aural null orientation and homing . . . . .	<input checked="" type="checkbox"/>	_____
12. Radio compass low approach . . . . .	<input checked="" type="checkbox"/>	_____

NOTE.—To qualify for Instrument Pilot Certificate, AAF Form 8 (white), the applicant must satisfactorily complete maneuvers Nos. 2 to 9, inclusive, except that in the case of combat crew pilot in OTU and/or RTU organizations having radio compasses as standard equipment on their aircraft, maneuver No. 9 may be omitted. To qualify for Instrument Pilot Certificate, AAF Form 8A (green), applicant must satisfactorily complete all maneuvers.

This is to certify that I have personally flight-checked the above applicant on B-24 aircraft and find him qualified—unqualified

Signed William R. White  
WILLIAM R. WHITE (Authorized check pilot)  
Rank Captain, Air Corps

Date 12 August 1944

(Applicant must qualify "Satisfactory" on each separate maneuver)

## DESCRIPTION OF MANEUVERS

1. *Instrument take-off.*—The check pilot will align the airplane with the runway. Pilot will set directional gyro either to zero or the nearest  $5^{\circ}$  indice of the runway heading, and will take off. Proficiency will be based on ability to hold heading within  $3^{\circ}$  either side of initial heading and by smoothness of attaining climbing air speed safely.
2. *Spiral climb.*—The pilot will put the airplane in a standard climbing spiral to the right. After climbing 1,000 feet, he will reverse the direction of turn and climb 1,000 feet more. Proficiency will be based on constant rate of turn, maintenance of proper rate of climb, air speed, and smoothness.
3. *Level flight.*—The pilot will fly on a given compass heading for 5 minutes. Proficiency will be based on ability to maintain straight and level flight.
4. *90- and 180-degree turns.*—The pilot will make turns in each direction. Accuracy, maintenance of constant altitude, and smoothness of control determine proficiency.
5. *Steep banks.*—The pilot will put the airplane in a bank of 40 to 60 degrees, maintain this bank until a smooth turn is achieved, then return to straight and level flight. No specific amount of turn is required. Proficiency will be based on smoothness of turn and maintenance of constant altitude and safe air speed.
6. *Stalls.*—The pilot will place the airplane in a glide without flaps with engine completely throttled, slowly reduce the air speed to a complete stall, then regain normal gliding speed. Proficiency will be based on avoidance of any tendency toward a second stall during recovery and on ability to hold the airplane from turning or dropping a wing before the stalling point is reached.
7. *Recovery from unusual maneuvers.*—The check pilot will place the airplane in an unusual position, then instruct the pilot to take the controls, recover, and resume level flight. Proficiency will be based on ability to recover quickly, smoothly, and reliably; emphasis will be placed on avoidance of diving and stalling during recovery. Type of aircraft will govern the extent of unusual maneuvers; check pilot will use judgment in the execution and allowance for recovery.
8. *Glides.*—The pilot will place the airplane in a power glide without flaps, with appropriate air speed, safely above stalling speed, and make at least one  $90^{\circ}$  turn in each direction. Proficiency will be based on ability to maintain constant air speed and vertical speed and to execute turns smoothly.
9. *Radio range employment and orientation.*—(Use all instruments.) This portion of the test will start from a position unknown to the pilot and within 10 minutes of the radio range station. It will consist of tuning the radio to the station, orientation, and bracketing of beam and following it to the radio range station, recognition of the station, and a let-down using the standard procedure for that range and station.
10. *Position plotting by "intersection."*—Take bearings on at least two stations (three, if possible) and plot position on D/F chart.
11. *Aural null orientation and homing.*—Using aural null locate station and home. (Synthetic trainers may be used for position plotting by intersection and aural null orientation and low approach, provided ADF or loop equipment is not available on aircraft utilized for test.)
12. *Radio compass low approach.*—This portion of the test is to emphasize the simplicity of executing low approaches using the radio compass in COMP. position. Follow needle to station, turn to reciprocal of station to field course (terrain permitting). Lose  $\frac{2}{3}$  excess altitude out-bound, execute procedure turn, lose remaining excess, cross station, and make final descent to minimum altitude over field. Procedure will closely approximate standard low approach but no reference is made to range legs for lateral corrections of course or headings.